

## Message Text

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C O N F I D E N T I A L STATE 297978

E.O. 11652: GDS

TAGS: NATO, MARR, EAIR

SUBJECT: CIVIL MILITARY AVIATION PLANNING IN NATO

REF: A) USNATO 5843 DTG 271545Z OCT 75

-- B) STATE 007283 DTG 111721Z JAN 75

-- C) USNATO 6585 DTG 021258Z DEC 75 (NOTAL)

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1. FOLLOWING ARE WASHINGTON COMMENTS AS REQUESTED IN REF A CONCERNING:

A. WHETHER THE US MIGHT NEED AIRLIFT HELP TO IMPROVE REINFORCEMENT CLOSURE TIMES TO EUROPE UNDER CERTAIN CIRCUMSTANCES.

B. REMARKS BY UK REP (DOBLE) THAT NATO MUST USE EUROPEAN AIRCRAFT TO BEST EFFECT; AND THAT US SHOULD STATE PRECISE REQUIREMENTS FOR FACILITIES, RECEPTION ARRANGEMENTS AND MODIFICATIONS TO EUROPEAN 747 AIRCRAFT. US REP SAID AIRCRAFT WHICH WERE NOT MODIFIED MIGHT CONTRIBUTE TO PASSENGER MOVEMENTS.

C. PROPOSAL BY US REP FOR FORMATION OF A TRI-LATERAL WORKING GROUP COMPOSED OF CAPC, SHAPE AND US REPS TO RESOLVE THE DATA QUESTION AND TO RECOMMEND A FURTHER COURSE OF ACTION.

2. AS STATED IN REF B TO OUR KNOWLEDGE ONLY THE US HAS IDENTIFIED A REQUIREMENT TO USE CIVIL AVIATION TO SUPPORT ITS NATO PLANS. THIS REQUIREMENT APPLIES ONLY TO MOVING TROOPS AND EQUIPMENT TO EUROPE. THE CURRENT US CIVIL RESERVE AIR FLEET (CRAF) AIRCRAFT ARE SUFFICIENT TO MEET US BULK (PALLETIZED) AND PASSENGER REQUIREMENTS. LIMITING FACTOR IN US REINFORCEMENT TO EUROPE IS RATE AT WHICH US AIRCRAFT CAN DEPLOY OVERSIZE CARGO.

3. POSSIBLE ROLE FOR ALLIED CIVIL AIRLIFT WOULD BE TO PROVIDE STRATEGIC INTRA-THEATER AIRLIFT. THIS WOULD INCLUDE PRESENT CONFIGURATION OF AIRCRAFT AS WELL AS SOME MODIFICATION TO ACCOMMODATE OVERSIZE AND OUTSIZE UNIT EQUIPMENT AND USE IN OTHER SELECTED MISSIONS.

4. WE CONCUR WITH US REP THAT A JOINT WORKING GROUP (JWG) COMPOSED OF CAPC, SHAPE AND US REPS WOULD BE BENEFICIAL TO RESOLVE QUESTION OF DATA REQUESTED ON AIRPORT CRITERIA FOR C5-A AND C-141 OPERATIONS AND TO IDENTIFY PRIMARY AND ALTERNATE PEACETIME AND WARTIME AIRPORTS REQUIRED AS AERIAL PORTS OF DEBARKATION AND TO DETERMINE FURTHER

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ALTERNATIVES. HOWEVER, CAPC FOLLOW-UP TO RECENT ORIENTATION VISIT TO STUTTGART (REF C) MAY MAKE THE JWC UNNECESSARY.

5. THE SACEUR FEASIBILITY STUDY AND CAPC AD HOC COMMITTEE REVIEW CURRENTLY UNDERWAY CONCERNING THE ROLE OF CIVIL AVIATION IN NATO EMERGENCIES SHOULD HELP NATO AND NATIONAL CIVIL RESOURCE AUTHORITIES TO PLAN JOINTLY FOR

THE USE OF CIVIL AVIATION RESOURCES IN CRISIS. THIS  
PLANNING SHOULD LEAD TO 1) IMPROVEMENT OF AERIAL PORT  
FACILITIES TO INCREASE AIRHEAD CAPABILITY, 2) IDENTIFICA-  
TION OF NATO MILITARY AND NONMILITARY MISSIONS REQUIRING  
THE USE OF CIVIL AVIATION, 3) ESTABLISHMENT A? THE  
NATIONAL LEVEL OF CIVIL AVIATION PROGRAMS IN SUPPORT OF  
NATO AVIATION MISSIONS, 4) THE ESTABLISHMENT AT NATO OF  
CIVIL-MILITARY COORDINATION FOR CIVIL AVIATION SUPPORT  
OF NATO MISSIONS.

6. FURTHER COMMENTS FOLLOW SEPTTEL.

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## Message Attributes

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